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NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Coler. A.B.C. 6th Ed. Libel's. P.O. Box, 23. Telephone No. 12.

DEATH.
On the 17th November, at Batterworth, Province Wellesley, CHARLES THOMAS, infant son of Mr. and Mrs. C. T. ADAMSON, aged 23 days.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 2ND DECEMBER, 1903

Some correspondence was read at the last monthly meeting of the Hongkong General Chamber of Commerce, with regard to the question of explosives on board steamers in the Harbour, which is of considerable interest to the leading shipping firms out here. Mr. HEWETT, as chairman of the Chamber, wrote on the 16th September urging the Government to alter the law respecting the flying of the red flag on all ships entering the Harbour with explosives on board. The Colonial Secretary replied on the 22nd September that the Government saw no sufficient reason for altering the law. Mr. HEWETT wrote again on the 19th October, his letter being that published in our columns yesterday. Herein the unwillingness of the Chamber was expressed to let matters rest without urging the Government once more to amend the existing regulations. It was pointed out that in the Treaty Ports of China it is permissible for ships to carry small quantities of ammunition, as 100 lbs. of gunpowder or 20,000 rounds of cartridges, without being obliged to conform to any special regulations, although in China itself it is necessary to take the greatest care to prevent illegal importation of munitions of war. The Committee of the Chamber of Commerce gave its opinion that it would be sufficient protection to Hongkong if, instead of the red flag rule and the obligation to lie in the Dangerous Goods anchorage, it was simply required that the masters or agents of ships carrying small quantities of ammunition should

deposit with the Harbour Master written particulars of the dangerous goods carried. And they also suggested that, while the red flag should be retained for all vessels with sufficiently large quantities of explosives on board as to necessitate their lying in the special anchorage, another signal should be introduced to convey information to the Harbour authorities of the presence of explosives, without interfering with the movements of the vessel. Finally Mr. HEWETT's letter pointed out that, as matters now stand, a vessel with even one case only of safety cartridges on board must fly the red flag and must proceed to the Dangerous Goods anchorage unless permission to the contrary be received from the harbour authorities, and that this in most cases means the loss of several hours before the steamer can enter the harbour and proceed to a wharf or her moorings. The Colonial Secretary replied on the 24th October stating that H.E. the Governor was still of opinion that no such alteration of the law as the Chamber proposed was necessary, and that the Acting Harbour Master had informed the Government that in nine cases out of ten the shipping agents send him a copy of the manifest of the dangerous goods on board before the vessel's arrival, upon the receipt of which manifest the Harbour Master's instructions are issued forthwith, so that no delay is caused by the present regulations. H.E. failed to see any hardship in the necessity of flying the red flag. The Committee of the Chamber of Commerce on the 17th November, after hearing the last two letters read, disagreed with Sir HENRY BLAKE's contention, and decided to address the Government once more. It seems to us that the Chamber of Commerce is most decidedly right in this matter, which, though it is not one of vital importance to shipping firms, is nevertheless one which affects their convenience considerably. By the Ordinance a restriction is imposed on them which did not exist in the past, does not exist in the Treaty Ports of China, and hampers the freedom of vessels. The Acting Harbour Master has stated that in nine cases out of ten the shipping agents send him manifests of the dangerous goods on board before the vessel's arrival. It is precisely in the tenth case that the hardship comes in, for it is usually the case of the large mail steamer, whose agent is unable to send particulars in advance, of such dangerous goods as may be carried. A mail steamer may pick up a very small quantity of ammunition, perhaps a case or so of cartridges, at some intermediate port between home and Hongkong, and by the existing regulations she has to approach the Harbour flying the red flag and proceed to the remote Dangerous Goods anchorage to await the Harbour Master's permission to go to her moorings, thus losing several hours. This "tenth case," therefore, causes a delay to the very class of vessel which it is most necessary should not be delayed, and which would not be delayed in any Treaty Port in China for such a reason. It is to be hoped that the Officer Administering the Government will take into consideration the fact that the exceptions mentioned by the Acting Harbour Master are just those which are the most important, and will therefore consent to a reconsideration of the question by the Government. We understand that, in accordance with the decision at the November meeting of the Chamber of Commerce, a letter has been addressed to the Colonial Secretary, urging the reality of the hardship which Sir HENRY BLAKE failed to see. That this letter may have the desired effect is trusted not only in shipping circles, but in all quarters interested in the early arrival of mail steamers.

Yesterday being the birthday of Queen Alexandra, the warships in harbour were all dressed and a salute was fired at noon.

We have received the third number of *Nippon*, the newest contribution to journals dealing with the commerce of the Far East, which is as full of interest as its forerunners.

The health return for the week ending the 28th November shows that there was only one instance of communicable disease in Hongkong, that being a case of smallpox in the Chinese district.

Mr. A. J. Finlay, a well-known and prominent merchant of Manila, passed through Hongkong yesterday en route for Europe, via the Siberian route. He will later go to the United States in connection with new railway schemes for the Philippine Islands.

U Han-zen, a Korean political refugee, has been assassinated in Korea, Japan, by two Koreans, who, it is believed, were sent there by Korean officials for the purpose of watching his movements. U Han-zen was a high official of the Korean Government, and fled to Japan after the murder in 1895 of the Korean Emperor, of whom one of the assassins was a relative. The assassins were arrested.

On page 5 will be found a letter by our Port Arthur correspondent.

The German Mail of the 29th October was delivered in London on the 28th November.

Another duel is reported near Manila. This time it is said two American soldiers fought, one of whom was shot dead.

Customs brokers in Manila are now required to pass an examination in Customs laws, tariffs, classifications of merchandise, rules for loading, discharging and landing of cargo, business training, and foreign languages.

At Honolulu, on the 10th ult. Mr. James W. Browster, son of a New York merchant, met at a ball, for the first time, Miss Afong, daughter of a wealthy and famous Chinese family. They were introduced at 9 p.m. and at 10 o'clock they were married.

Mr. F. G. Waite, the attorney who was charged with gambling in Manila, was fined \$25 gold, although it was shown that the game played was not for money. The defence held that such a ruling made it evident that there was no liberty, even for a man in his own house, in Manila.

It was proposed recently in Shanghai to add a Maxim battery to the Volunteer Corps. Steps are now being taken to form this. The company will be commanded by an officer who is thoroughly conversant with the Maxim gun, and will differ from the other units of the corps in so far that there will be no election to membership. The officer commanding the company will, however, have the right to reject anyone who may be deemed unsuitable.

The Japanese Government is reported to be considering the opening of a mail service between Nagasaki and Dairen, the object of the new service being the transmission of the mails for connection with the Siberian route. Such a service the Government proposes should consist of one steamer of at least 1,200 tons with a speed of 18 knots. A subsidy of 75,000 yen a year has been proposed, but it is thought that the service could not be made to pay unless the sum were increased.

Hongkong is not the only place where curious signs are displayed over native petty dealers' shops. The *Nagasaki Press* has discovered one in that city which runs:—"Free Lunch if you Drink Hors d'oeuvres," and remarks:—"One's respectful admiration is compelled for those who drink hors d'oeuvres, and for the man who regards them in the light of a beverage. There is no doubt that the liquor in many grogshops is such as almost to defy analysis, but criticism is at once disarmed when 'the cup that cheers' becomes a mere side-dish."

The *Japan Mail*, commenting on a prediction in vernacular papers that the coming session of the Japanese Diet will be stormy, says:—"This kind of commotion is evidently inevitable. What it portends is that the nation, growing weary of suspense, which is inflicting heavy losses daily, may force the Government's hand and precipitate a collision with Russia. The latter may then be disposed to disavow the responsibility of a bloody issue. But unless the public are greatly mistaken it is Russia and Russia alone that causes the delay. Rumour says that Baron Rosen has again been obliged to refer to St. Petersburg for instructions, and probably St. Petersburg will behave with its wonted leisure in formulating them."

As it might be thought that our remarks in the report of the St. Andrew's Ball were intended as a reflection on the Hon. Secretary's energy and hard work in connection with the affair, we gladly take the opportunity of explaining that this would be quite a mistake. Mr. N. S. Brown was both enthusiastic and indefatigable. The point on which he did not follow the good example of his predecessor was in giving facilities to the reporters of the local Press. Mr. David Wood was invariably courteous and helpful to them, no doubt understanding that it was not for their own pleasure that they harassed him when they did so, but with a view to doing justice to the excellent arrangements of the committee. This could not be done were the officials to look on reporters simply as nuisances, to be got rid of as soon as possible.

The *Saturday Review* says that Lord Kitchener's scheme for the renumbering and renaming of the regiments of the Indian army is much more than a nominal change. It rather represents a tardy recognition of the fact that the Indian army is a part of the Imperial army and even in the confines of India is not territorial as most of the old names would indicate. Lord Kitchener's principle, if we may judge from a comparison of the old and new titles, has been to find substitutes for the purely local names which may indicate the continuance of the regiment's individuality without fostering the pernicious theory that its duties were parochial. In many cases the local name is supplanted by a racial. There are no longer any Bengal, Bombay, or Madras regiments. The 1st Bengal Infantry for example becomes the 1st Brahmins and the 11th the 11th Rajputs. In a great many instances Lord Kitchener has attached to the regiment some name with which its history is most intimately connected. The 2nd Bengal Lancers become the 2nd Lancers, Gardner's Horse; the 9th Bengal Lancers the 9th Hindustani Horse, and the 4th Bombay Rifles the 104th Wellesley Rifles. One may expect that under Lord Kitchener's management the Indian army will in fact, as in name, become, as it were, the Indian counterpart of the army of empire. Territorialism may often be good as a recruiting principle, but seldom as a limit to a regiment's definition.

The banks of Manila have issued notices that they will cash no "bearer" cheques unless endorsed by the payee's name.

On the 18th ult. 65 prisoners escaped from the gaol at Cagayan, P.I., among them being several notoriously bad characters.

The editor of a Spanish paper in Cebu, P.I., has been charged with sedition for criticising the conduct of the gaol officials of that city.

The *China Gazette* describes the brutal killing of a "mad" dog at a police station in Shanghai, and calls it "fun." Such a state of mind is incomprehensible.

A Malacca schoolboy of Portuguese origin made an interesting and original contribution to the lore of entomological nomenclature the other day. The *Straits Times* says, when, in the course of an essay on the busy bee, he explained that "bees are sometimes called honeyuncles."

The Arthur Hill Continental Company of entertainers, who are at present appearing in Shanghai, will commence a season in Hongkong on the 23rd December. Favourable notices have been appearing in the Shanghai papers regarding the company's performances.

On the 23rd ult. the German cruiser *Sperber* arrived at Singapore from the Andamanas, on her way to China. The *Sperber* is a ship of 1,127 tons displacement, with a complement of 150 men, eight four-inch guns, and four one-pounders, while her speed is 13 knots. She was launched at Wilhelmshaven in 1888.

The races for the Stewards' Cup on the last day of the Singapore Autumn Meeting, on the 22nd ult. ended thus:—Mr. W. W. Bailey's *Benedick* (10st 9lb), 1; Mr. E. Piaras's *Battlefield* (9st 4lb), 2; Mr. Howden's *Luthworth* (10st) and Mr. E. Cropley's *Mandolin* (9st 11lb) dead heat, 3.

We have received some samples of Messrs. Watkins and Co.'s new stock of wines and liquors, just opened for the Christmas season. They are all of the choicest brands in the market, from the best houses in Europe, and are so reasonably priced as to place them within the reach of all. This enterprising firm is also showing an excellent selection of bonbons, cakes, and sweets suitable to the season.

NEW TERRITORY NOTES.

[FROM A CORRESPONDENT.]

30th November.

Chan Leong-kit, the ex-Namtan Magistrate, returned from his crusade against the robbers sometime ago. His soldiers have been returned to their regiments. Chan Leong-kit, it is said, will not take up his old appointment. Rumour has it he was obliged to pay \$4,000 to the Viceroy to retain his rank. Really, however, none of the local Chinese seem to know the exact facts surrounding his case.

AGRICULTURE.

The paddy is not yet wholly out. The recent rains delayed progress somewhat. Grain in Sham Chun at present fetches from \$2.50 to \$3.00 per picul—133 lbs. The barley patches are beginning to show green, but to a Westerner's idea the Chinese sow the barley too thin. A commencement to cut the sugar-cane may be expected as soon as the last of the paddy has been secured.

Some disease, probably rinderpest, has broken out at Chuk Un village, in the Santin district, B.T. About 30 cattle have died within a very short time. The Colonial Veterinary Surgeon is going out to make investigations.

POLICE.

The N.T. Police will lose an able and conscientious officer in the present A.D.S.P., Mr. E. R. Hallifax, who leaves to take up a new appointment in Hongkong. Mr. Hallifax has made himself very popular with the men in charge of the various stations to whom he has characterized himself as a just and considerate superior. Mr. E. D. C. Wolfe, from the Land Court, relieves Mr. Hallifax.

A CLAIM FOR RENT.

Mr. C. E. Le Munyon's store has been closed for ten days or so; now a writ of summons is issued to the door. When the store was closed the Guarantee Trust Company of New York placed a caretaker in charge at the request of Mr. Le Munyon, who wired to them. About the same time a landlord commenced to apply for back rent. The writ mailed to the door of the store reads as follows:—Wong Cheung (plaintiff) and C. E. Le Munyon (defendant). The Pease Judge in Chambers upon the application of the plaintiff, and upon reading the declaration of Tam Wun filed herein on the 27th day of November, 1903. It is ordered that service of the writ of summons herein be effected on the above named defendant C. E. Le Munyon by affixing a copy thereof together with a copy of this order at the door of Nos. 29 and 31 Des Vœux Road Central, Victoria, in the Colony of Hongkong, and also a copy of the said writ of summons and a copy of this order at the Court House door. . . . We command that you attend our Supreme Court of Hongkong on Friday, the 4th day of December, 1903, at 10 o'clock in the forenoon, being the day and time appointed for the hearing of a suit instituted against you. Wong Cheung, of No. 182 Des Vœux Road Central, Victoria, aforesaid, claimant. Claim:—\$426 claim, \$16 costs, \$9.20 plaintiff's expenses; \$442.20 total.

TELEGRAMS.

REUTER'S SERVICE.

RUSSIA AND JAPAN.

LONDON, 29th November.

It is stated in St. Petersburg that the present position of the negotiations being carried on between Russia and Japan is as follows. While insisting on the ultimate recognition of treaty rights, open ports, and the integrity of Chinese sovereignty in Manchuria, Japan has agreed to leave these questions in abeyance; she will recognise Russia's dominant interests there at the present time, and will not obstruct her solution of the Manchurian problem. In return, Japan insists on the recognition of her influence in Corea, and the opening of Yung-ampho and other ports. Russia is willing to make some concessions, but opposes the opening of Yung-ampho, declaring that it will threaten her interests, and complicate the situation in Manchuria.

MACEDONIA.

LONDON, 29th November.

The Porte's acceptance of the Reform scheme relieves the momentary tension, but the difficulties in the way of the execution of the scheme are such as will offer frequent opportunities for dilatory tactics in the future.

THE TSARINA.

LONDON, 29th November.

The Tsarina is better.

THE DREYFUS AFFAIR.

LONDON, 29th November.

The Dreyfus case has entered on a fresh phase. Ex-Captain Dreyfus having formally applied to the Ministry of Justice for a revision of the sentence, the Minister for War has made a personal examination of the secret dossier and reported that he has discovered serious forgeries and abstractions of important documents made by the Ministry of War in 1897 and 1898; this has decided the Ministry of Justice to appoint a Commission to revise the case.

THE ATLANTIC RACE CUP.

LONDON, 29th November.

The Kaiser has withdrawn his offer of a Cup for an Atlantic yacht race in 1904, explaining that ill health prevents his giving the attention necessary for the arrangements. He will, however, offer the same Cup for a race in 1905.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 30th November.

THE EMPRESS DOWAGER'S BIRTHDAY. On Saturday H.E. the Viceroy gave a banquet to the Consular Body and some of the Customs officials in honour of the Empress Dowager's birthday. Unfortunately the state of H.E.'s health did not permit him to be present. The chair was taken by the Tartar General, who is a member of the Imperial family. This gentleman toasted the Empress in a speech which was rendered into English by Mr. Wen, the Viceroy's interpreter. The United States Consul-General replied and was followed by the German and French Consuls, whose speeches were ably translated for the benefit of the Chinese officials. An excellent Chinese dinner was served up in foreign style, and the whole affair passed off very successfully.

A HAPPY ESCAPE.

The following true story is a tribute to foreigners in China, showing as it does that the Chinese believe that justice can be obtained at their hands. Some time ago a young girl was kidnapped up country and sent down on a launch to Canton to be sold to the usual people who indulge in this traffic. The poor girl, while on her journey down, was beset by her evil lot, when an old countryman informed her that if she took refuge in the place where the foreign community live she would be rescued from her guardians. The Shameen was described to her as an island on which were built vast houses in the foreign style, and the girl recognised the place when she was out for a constitutional with her guards. No sooner had she arrived opposite the entrance to the British concession than she made a dash for liberty, and avoiding the sentries whose duty it is to prevent unwarrantable intrusion, she sought refuge in the first foreign house available. Her pitiful tale was listened to with sympathy, and she was consigned to the British constable for safe keeping. This gentleman put her under the protection of his wife, and awaited developments. Sure enough, ere long the old couple who had brought her down to Canton arrived on the scene, and asked for their poor daughter, whose loss they professed to be lamenting. The constable induced them to come inside, saying that he was sorry to hear of their sad loss. Once inside the premises he, however, changed his attitude, and the couple were sent to gaol, while the maiden was returned to her home, where doubtless the good deeds of the *fan kwai* will be long remembered. This tale with its happy ending has excited considerable interest in Shameen.

ALLEGED INTIMIDATION OF A REFORM JOURNAL.

THREATS OF BANISHMENT.

Some three months ago a new Chinese daily newspaper was established in Hongkong to advocate the views of the Reform Party. Its name is the *Shai Kai Kung Yik Po* (*The World's News*), and it is printed and published in Gough Street. Since the inception of this newspaper it has made itself a force both in Hongkong and China, especially in Canton, to which some 1,500 copies were being despatched daily up till a week ago. From first to last the journal has been bold and outspoken in its advocacy of the principles of Reform; its articles nevertheless have been marked by a breadth of tone and a solidity of reasoning that have appealed, it is said, even to many Chinese who do not belong to the party of which it is the mouthpiece. This was the position of matters until about ten days ago.

It should be said that *The World's News* is run by a company duly registered in Hongkong, and that there is a directorate controlling the general business of the company. Among the directors are men of all shades of Reform belief, mild and violent. When the concern was set agoing the general principle was laid down that the paper was to be the apostle of Reform, nothing apparently having been stipulated as to the extent to which this apostleship should go. In other words, the directors, as in other newspaper companies, were to be the business managers, leaving the tone of the paper's policy, which already had been generally resolved upon, to the discretion of the editor. Nothing was more natural than that the man selected for this responsible position should be one whose writings had already made him and his views known to the persons who chose him. Such was the case here.

A Chinese gentleman who had worked and written for many years in the cause, and who was then in Japan, was invited to take the situation of editor-in-chief. He did so. His personal views were perfectly well known to the directorate, for they had been frequently enough expressed, and it was not surprising that the journal soon began to be a reflex of the man. He was a vigorous writer. His articles were looked forward to with anticipatory pleasure by his readers. They constituted, indeed, the feature of the paper, which as time went on became more and more popular and a greater force than ever among the Chinese community here and in Canton.

But, as is only too well known, Chinese Reformers who openly profess their principles even under the protection of a foreign flag never feel safe from the revengeful arm of their own Government. Recent events have shown clearly, too, that that Government's wrath is directed especially against those who interest themselves in Reform propaganda through the medium of the far-reaching daily journal. In the case of *The World's News* it would appear that the same subtle underminings that method have been employed by the Chinese authorities in other similar instances were brought into play. Wherever the bomb came from, it at any rate fell into the camp. One of the directors of the paper who, we are informed, had not been originally remarkable for the mildness of his views, suddenly evinced antagonism to the spirit which pervaded the leading articles appearing from day to day and protested against their continuance. The other directors declined to give way on the point, and at that time, or subsequently, endeavoured to buy out this man's rights in the concern. He refused to be bought out, however, and in the end he went to the company's solicitors and laid information to the effect that the paper was publishing seditious articles. At his request, we believe, the matter was referred to the Registrar-General's office for report. In the result, after investigation, the manager and publisher of the paper were recommended to the Registrar-General's office and severely reprimanded for having allowed the articles complained of to appear, and threatened with banishment from the Colony in the event of similar articles being published again.

Needless to say, the directorate had no alternative but to abandon the policy their paper had been established to advocate—a policy which they rightly or wrongly declare to be perfectly legitimate and fair and no more strenuous in its tone than that of the English journals in Hongkong when discussing Chinese internal affairs. The action of the Hongkong Government has created much indignation among a large proportion of the Chinese community, in whose eyes it appears to be an unwarrantable interference with our valued liberty of the Press, and an act of intimidation that cannot be justified.

We give below a translation of one of the articles complained of:—

A SONG.

Giving briefly a Sad Account of the Ten Days of the Yang-Pang.

The fall of the leaves of the Ng-Tang palm trees tells that autumn has arrived. In wandering into all sorts of reflections, one cannot help from being sorrowful. Though I have lived for the period of thirty years, I feel myself greatly ashamed that I have not accomplished any subject successfully. It is pitiful that heaven does not grant me my wish, though I have a high spirit. As the hairs of the brave, who have encountered every opposition, have been easily turned grey. As I am not so powerful as a drug-navigator what can I do to remedy the present state of affairs? I therefore composed this song to give an account of Young-Chow in former times. I am afraid that my poor song cannot draw much attention and admiration, and that, moreover, such an account of things will only give birth to idle talk and jealousy. I commence to say something about the wandering rebels who made disturbance in every part of the Chinese Empire. Li-Chong-Chi-Sing, who was to be gristly condemned, wanted to take possession of the throne. Emperor Tung-Ching consequently committed suicide by hanging himself at the back of Mui-shan. The Ming dynasty was a then by completely overthrown. As the calamity of ruining the then dynasty was brought about by the people of the same blood, to whom shall we lay the blame then? In fact, the people of alien blood, who have come over to be sovereigns over us, are our enemies. D—Sam Kwai, the beast, who cared nothing of what would happen in future; why did he introduce snakes into the house

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NOTE.

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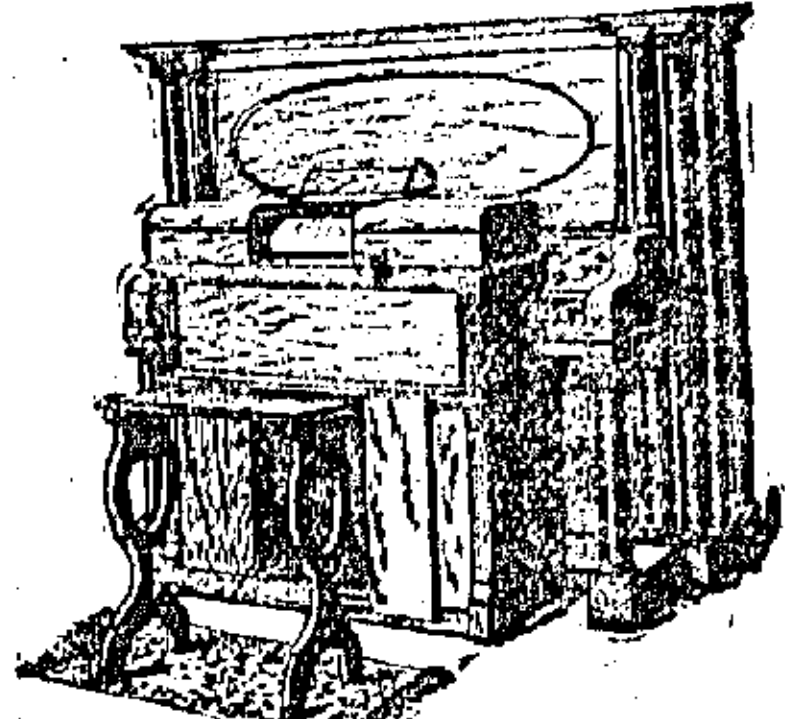
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PATTI ENDORSES THE APOLLO.

Adolphe Patti (Baroness Corderstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert-prize is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2434]

HONGKONG BUSINESS DIRECTORY.

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Wholesale and Retail. Prices very moderate. No. 89, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.). Hongkong, 16th May, 1903. [317]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1903 at the rate of Fifty Cents per Share (or Five Per Cent on the Capital of the Company) will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after MONDAY, the 30th instant, on presentation of the Warrants.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER of SHARES will be CLOSED from MONDAY, the 23rd instant, until MONDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares will be registered.

By Order, A. H. MANCILLA, Secretary.

Hongkong, 14th November, 1903. [3156]

THE CHINA TRADING INSURANCE COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY SEVENTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 8th Dec., at Twelve o'clock NOON, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst., to the 28th proximo, both days inclusive.

By Order of the Board of Directors, JAMES WHITTALL, Secretary.

Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY, LIMITED. SHAREHOLDERS ARE HEREBY NOTIFIED that for Fifty shares, numbered 2201/2250 inclusive, standing in the register in the name of "OM GREAVES GOWLAND" having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the DOUGLAS STEAMSHIP CO., LTD., Victoria, H. K., on or before 17th DECEMBER, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 17th November, 1903. [3173]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED. SHAREHOLDERS are hereby notified that in accordance with the Special Resolutions passed on 31st October, and confirmed on 18th November, 1903, they are entitled on application to an allotment of one share for every two old shares held by them. Forms of application will be sent to every shareholder.

The sum of \$2.50 per share will be payable on application, on or before the 4th of January, 1904. Two months' notice of any calls will be given.

Shareholders desirous of paying on or before the 4th January, 1904, the whole amount payable in respect of their shares, can do so, and in each event will receive fully paid up scrip in exchange.

The new issue will rank for Dividend pro rata from 1st January, 1904, according to the amount paid on such shares on 4th January, 1904.

The Register of Shares will be closed from 17th December, 1903, to 4th January, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st December, 1903. [3317]

RUINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO., Sole Agents. Hongkong, 18th May, 1903.

HIRANO WATER. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [30]

DAVID CORSAK & SON. MERCHANT NAVY. NAVY BOILED LONG FLAX. RELIANCE CROWN. TARPULING. ARNHOLD, KARBURG & CO., Sole Agents.

THE MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK." NAGASAKI. A.I. & B.C., Scott's and Engineering Code. Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 323 feet. Length on Blocks... 313. Width of Entrance on Top... 89. Width of Entrance on Bottom... 77. Water on Blocks at Spring Tide... 203.

DOCK No. 2 (at MUKAJIMA). Extreme Length... 371 feet. Length on Blocks... 350. Width of Entrance on Top... 66. Width of Entrance on Bottom... 53. Water on Blocks at Spring Tide... 22. PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, Fitted with POWERFUL SALVAGE PLANT. READY AT SHORT NOTICE. [317]

PORT ARTHUR.

[FROM OUR OWN CORRESPONDENT.]

Port Arthur, 18th November.

MILITARY CHANGES.

A good deal of activity is going on here at present in military circles. I noticed five new regiments arrive here from the north yesterday. They were the 32d, 27th, 28th, 32d, and 168th; all of them East Siberian Regiments, so that we have now here, in addition to the above-named, the 2nd, 5th, 14th, 9th, 10th, 11th, 12th, and 13th at least. Quite a considerable number of Japanese gentlemen seemed to arise out of the earth on the appearance of these troops, which they followed at a respectful distance, displaying on the way such a keen interest in the geology and botany of the district through which they passed that their object was, I presume, purely scientific. The Russians did not seem to notice them. I do not know if all the above regiments are here on only a part of some of them, but it is very doubtful in any case if Russia ever keeps here a very large force, which would only be a source of weakness instead of strength on account of its tendency in case of siege to exhaust the stock of provisions and increase the danger of sickness while not adding to the strength of the place, which could be perfectly well defended by a garrison of 20,000, including the fortress infantry. Chaplains have been appointed to the 26th, 27th, and 28th East Siberian Regiments, which are referred to as the regiments "newly formed in Port Arthur." On the 18th of October the Vladivostok fortress infantry regiments were incorporated, the 1st with the 29th, and the 2nd with the 30th East Siberian Sharpshooters.

THE VOSTOCHNY VESTNIK says that on the 30th October and the 14th November, a sale of land took place at Sanchojin in the foreign settlement at Gersin, 38 lots in all being sold. Japanese got 20 lots and Russians 18, a lot situated along the sea-shore falling to the agent of the Chinese Eastern Railway Steamship Co.

RUSSIAN KEROSENE. According to an Odessa paper, the negotiations of the Japanese Consul in Odessa, Mr. Izuma, with the oil-manufacturers at Yaku, concerning the direct export to Japan of Russian kerosene, have not ended satisfactorily. The firms of Nobel, Mantashev, Shabaff, and others have told the Consul that until the lapse of the term of their contracts with foreign agents, they cannot undertake the direct exportation of kerosene to the Far East.

THE "NOVI KRAI." The Novi Krai is to be made a daily paper on the 1st of January next, about which time the new English and Chinese papers published in connection with it are to appear. The establishment of a Chinese paper in Russian is an especially good idea. Colonel Artemieff is to be congratulated on his business capacity, the fruits of which are soon in the best new paper in the Russian Far East.

OPENING OF A SCHOOL. On Sunday last the Viceroy opened a Reading, or Professional School, (and a Girls' Gymnasium in the presence of a large number of officials and leading residents.

NEWS FROM CHINA. The latest and most important news from the prosperous Siberian centre, Chita, is that the students of the local company have been forbidden to read the local papers. The local Press renews itself in two words—"comment superfluous."

TRADE IN VLADIVOSTOK. Vladivostok sent a deputation to the Viceroy on the 31st October to complain about the way Port Arthur is ruining them by its free trade. The Viceroy told them that the people of Port Arthur would probably be sending him a deputation with the same story a few years hence. His Excellency probably meant that a natural reaction to the present building mania is sure to set in here in the near future. The money market has lost its fluidity in consequence of all the cash available being sunk in houses and more put by for a rainy day, and what occurred in Hongkong in 1849 (when the cost of administration in that colony was £250,000 a year and the receipts not above £120,000) is pretty certain to occur here also. In fact all the leading business men here are, I think, unanimous on that point.

Speaking of Hongkong, the Russians are displaying the same anxiety for the afforestation of their new but decidedly bare-looking acquisition which we once displayed in Hongkong, and I think they could not do better than examine the system of afforestation which has wrought such a complete transformation on the once bare hills of the southern island.

TO MAKE OFFICERS WELL-READ. The Russian General Staff has, according to the Berj Vyed, taken a singular step for the purpose of enabling poor officers to keep abreast with the times in regard to general and professional literature. It has made an arrangement by which such officers can obtain any book they like from the army book-stores without having to pay for it until after the lapse of one year.

THE RUSSO-CHINESE BANK. According to the Vostochny Vestnik, the transfer of the director of the bank in Port Arthur (decided upon, it is said, in consequence of the desire to establish in the city wherein resides the Viceroy, the representative of the Emperor in the Far East, a representative bank) is, it appears, postponed, in view of the fact that the branch at Port Arthur is not quite independent, being subordinate to the Shanghai branch of the bank, a condition of affairs which M. Maslennikoff finds undesirable and injurious.

CHINESE EASTERN RAILWAY. The Chinese Eastern Railway has just concluded with the Chinese authorities of the provinces through which the line passes the right of working and exploiting any of the hitherto neglected coal-deposits. The agreement between the company and the Government is already in force and the railway company has begun to work some of the mines. The work is conducted under the direction of M. Kalistratoff, an engineer, but where and at what distance from the railway the mines are situated is not stated.

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SOLE AGENTS: LUIGENS, EINSTAMANN & CO., 191-1 HONGKONG.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VUEX ROAD CENTRAL HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [2490]

VICTORIA HAIR DRESSING SALOON AND VARIETY STORE. (Under Consignment House Hotel). JUST unpacked, ex recent arrivals—A Large Variety of XMAS TOYS, XMAS TREES, ORNAMENTS, RANCY GOODS, PERFORMERY, TOILET REQUISITES, PERFUMERY, AND BEAUTY PREPARATIONS, and CHALETTE HOLDERS, XMAS and NEW YEAR CARDS from Raphael Tuck, Pictorial English Xmas Cards on Rice Paper, &c., &c., &c. Prices very moderate. Inspection respectfully solicited. Hongkong, 26th November, 1903. [3270]

KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two doors next to Kowloon Hotel). Meals à la Carte, Steaks, Chops, &c., &c., at any time between 7 a.m. and 10.30 p.m. Monthly terms on application. Hongkong, 6th October, 1903. [72]

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IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY. WITH THE PUNTI AND MANDARIN PRONUNCIATION. For comprehensiveness and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in extenso. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punt pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Mediast's English and Chinese Dictionary about 100,000 whilst this work contains more than 500,000 Chinese characters and upwards of 400,000 Chinese words. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves, it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be of invaluable assistance. It comprises upwards of two thousand large quarto pages.

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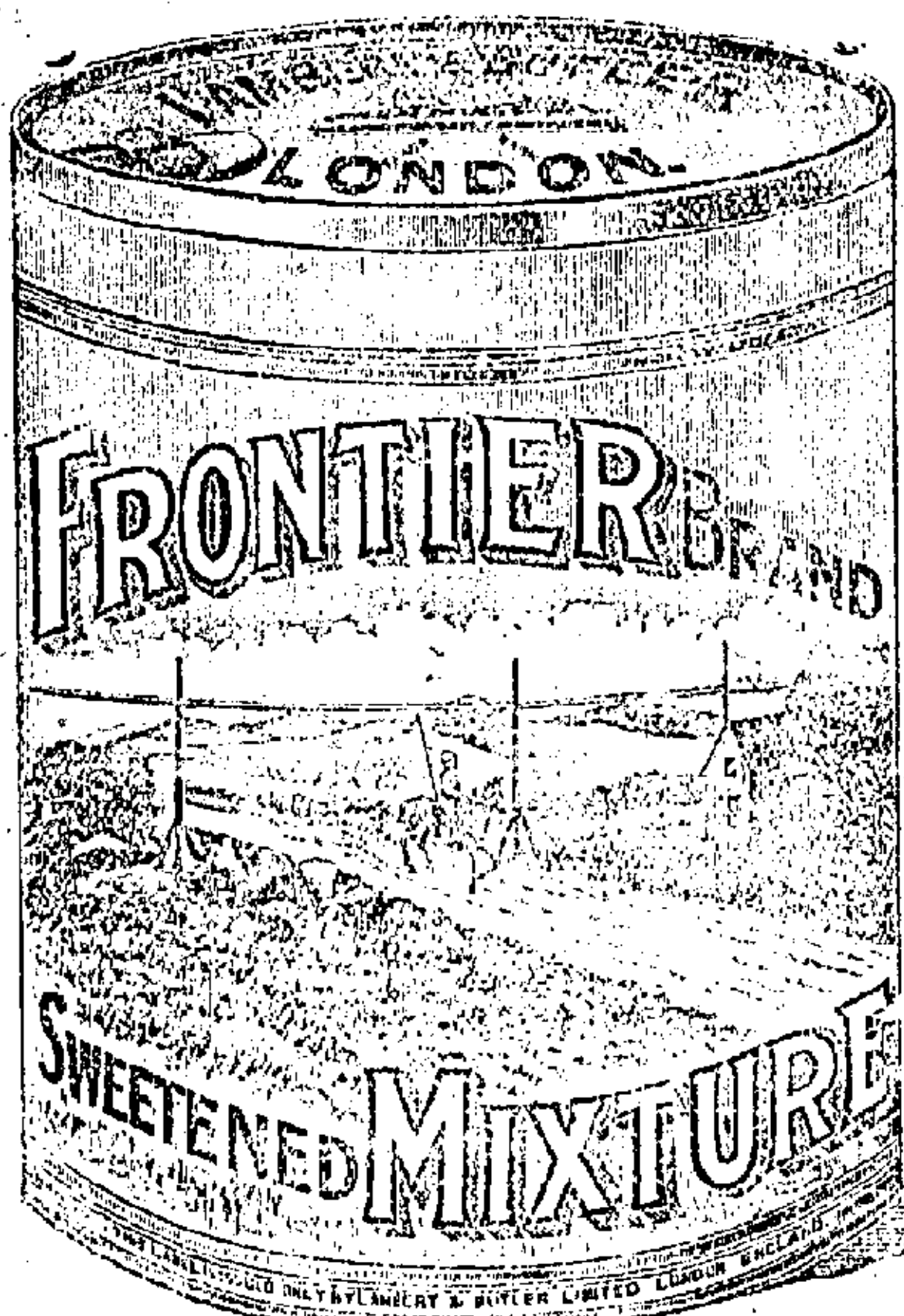
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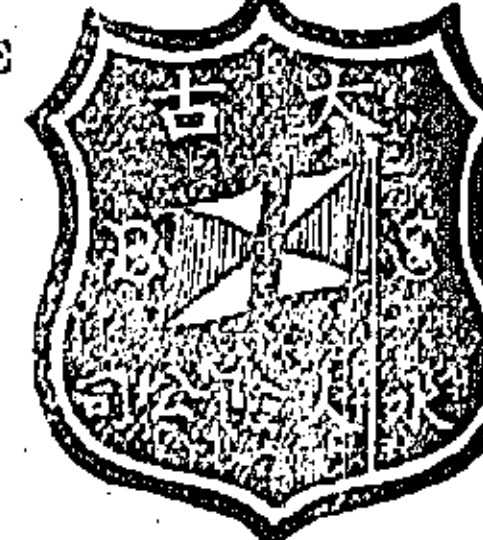
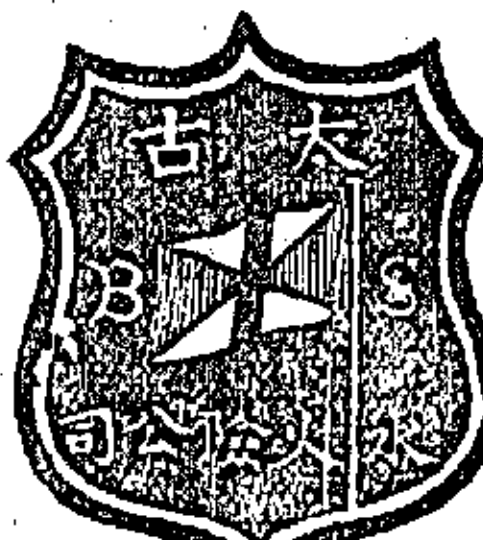
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Hongkong, 18th August, 1903.

[1319-2]

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FOR SALE

MAP OF THE SIKANG or WEST RIVER

From Hongkong to Wukow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS. BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS" Price, 50 cents Cash, Messrs. Kelly & Walsh, or Daily Press Office. Hongkong, 31st January, 1900.

SHIPPING.

ARRIVALS.	
Nov. 30, CLARA JESSEN, German str., 1,103.	J. Roadison, Hapthong 25th Nov. and Hapthong 25th Nov. and General—JESSEN & Co.
Nov. 30, EUPHETELA, British str., 2,507, E. Sturt, Singapore 22nd Nov., Petroleum—Ondra.	
Nov. 30, FIVE YEN, French str., 1,298, Thomas, Saigon 25th November, Rice, Flour and General—BRADLEY & Co.	
Dec. 1, HAILONG, British str., 783, Evans, Swatow 30th Nov., General—DOUGLAS LAFRAIK & Co.	
Dec. 1, HERMISTON, British str., 2,839, W. T. Bain, Fenchow 25th November, General—SHEWAN, TOMES & Co.	
Dec. 1, KICHANO MARU, Japanese str., 3,147, C. H. Butler, Nagasaki 25th Nov., General—NIPPON YUSEN KAISHA.	
Dec. 1, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 14th Nov., General—DAVID SAMSON & Co., Ltd.	
Dec. 1, YUESANG, British str., 1,123, L. J. Payne, Manila 27th November, General—JARDINE, MATHESON & Co.	
Dec. 1, ZAFIRO, British str., 1,611, R. Rodger, Manila 24th Nov., General—SHEWAN TOMES & Co.	

CLEARANCES.

At the Harbour Master's Office.
1st December.
Amigo, German str., for Hapthong.
Cheongchuen, British str., for Amoy.
Haiman, British str., for Fenchow.
Jacob Diederichsen, German str., for Fenchow.
Osborne, German str., for Cebu.
Sagaya, German str., for Singapore.
Tatiana, British str., for Niigata.

DEPARTURES.

1st December.
BOMBAY MARU, Japanese str., for Bombay.
DEUTEROS, German str., for Canton.
EUPHETELA, British str., for Swatow.
HAILONG, British str., for Pakhoi.
HONGKONG I, British str., for Amoy.
LAUSAN, British str., for Calcutta.
LYEEMOON, German str., for Shanghai.
MAIDZUO MARU, Japanese str., for Swatow.
MANCHE, French str., for Europe.
MARIA RICHMERS, German str., for Bangkok.
MONTENEGRO, U.S. monitor, for Canton.
P. C. KLAO, German str., for Hapthong.
ROMILLA MARU, Japanese str., for Manila.
SABINE RICHMERS, British str., for Fenchow.
SIBERIA, American str., for San Francisco.
THALES, German str., for Swatow.
TINGSAO, British str., for Swatow.

VESSELS IN DOCK.

1st December.
ABERDEEN DOCKS.—Prosper.
K. WILSON DOCKS.—Chuen Tiao, Trelat, U.S.S. Zafiro, U.S.S. Amphitrite, H.I.G.M.S. Mowee, H.I.G.M.S. Annapolis, Keilan, Chenduan.
METROPOLITAN DOCK.—Salawones, U.S.S. Ajia.

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FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.
THE Steamship
Captain Wait, will be despatched for the above ports TO-DAY, the 2nd December, at NOON.
J. S. VAN BUREN, Superintendent.
Hongkong, 14th November, 1903. [3160]

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"ATHOLL,"
Captain Negro, will be despatched for the above ports on or about WEDNESDAY, the 2nd December.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 29th November, 1903. [2]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"HAILONG,"
Captain Evans, will be despatched for the above port TO-MORROW, the 3rd inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 1st December, 1903. [1315]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLENSHIEL,"
Captain J. McGilivray, will be despatched as above TO-MORROW, the 3rd December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 14th November, 1903. [3510]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Steamship
"HERMISTON," Captain W. T. Bain,
will be despatched TO-MORROW, the 3rd DECEMBER, at 4 P.M., to be followed by the Steamship
"HIMERA," Captain Lockhart,
on or about MONDAY, the 21st DECEMBER.
For Freight, &c., apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 2nd December, 1903. [3151]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
BRILLIANT, British 4-m. bark, Geo. Cowlishaw, Standard Oil Co.
GLENDEEN, British ship, Morrison—Standard Oil Co.
HELENA WYMAN, Amr. barque, D. A. Vanlon—Captain.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENSHIEL	Brit. str.	J. McGilivray	MCGREGOR BROS. & GOW	To-morrow.
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	5th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LIVERPOOL	ACHILLES	Brit. str.	Edmond	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP	DIOMEDE	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	22nd Jan.
MARSEILLES, LONDON & ANTWERP	KAWACHI MARU	Jap. str.	H. Fraser	BUTTERFIELD & SWIRE	8th inst.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	12th inst., D'light.
MARSEILLES, LONDON & ANTWERP	DARDANES	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, LONDON & ANTWERP	YANGTZE	Brit. str.	E. Heintze	BUTTERFIELD & SWIRE	20th inst., D'light.
BREMEN, VIA PORTS OF CALL	P. HEINRICH	Ger. str.	E. Heintze	MELCHERS & CO.	19th Jan.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	9th inst., at Noon.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	15th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	AMERICA	Aus. str.	Keddisch	HAMBURG-AMERIKA LINIE	15th inst.
NEW YORK, VIA SUEZ CANAL	CHINA	Brit. str.	W. T. Bain	SHEWAN, TOMES & CO.	5th Jan.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Brit. str.	W. T. Bain	SHEWAN, TOMES & CO.	19th inst., P.M.
NEW YORK, VIA SUEZ CANAL	ONORO	Brit. str.	F. Selby	DODWELL & CO., LD.	To-morrow, 4 P.M.
VANCOUVER, VIA SHANGHAI, &c.	NUBIA	Ger. str.	von Hoff	MCGREGOR BROS. & GOW	About end of inst.
VANCOUVER, VIA SHANGHAI, &c.	B. OF JAPAN	Brit. str.	E. P. Martin	CANADIAN PACIFIC R. CO.	18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHELAN	Brit. str.	M. Ridley	CANADIAN PACIFIC R. CO.	27th Jan.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TACOMA	Brit. str.	M. Ridley	CANADIAN PACIFIC R. CO.	15th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOSU MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	29th inst., at 4 P.M.
PORTLAND, OREGON	YDRAUS	Brit. str.	W. E. Craven	BUTTERFIELD & SWIRE	1st Jan.
AUSTRALIAN PORTS	INDRASAMHA	Brit. str.	W. E. Craven	BUTTERFIELD & SWIRE	14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	A. E. Haswell	NIPPON YUSEN KAISHA	To-day.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	W. Ellis	GIBB, LIVINGSTON & CO.	4th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	AMERICA	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 14th inst.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	4th inst., D'light.
KOBE & YOKOHAMA	AMERICA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	10th inst.
KOBE & YOKOHAMA	CHINGTU	Brit. str.	F. L. Sommer	BUTTERFIELD & SWIRE	18th inst., D'light.
MOI, KOBE, YAMA, &c. & SAN FRANCISCO	HAKATA MARU	Jap. str.	Wait	CHINA COM. S.S. CO.	To-day, at Noon.
MOI, KOBE & YOKOHAMA	ATHOLL	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	25th inst., at Noon.
CHEMULPO, DALNY & PORT ARTHUR	KAGOSHIMA M	Jap. str.	Grandt	HAMBURG-AMERIKA LINIE	8th inst., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	PRONTO	Ger. str.	Negro	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, PORT ARTHUR, CHINNAMO	CHANGCHOW	Brit. str.	Beccaton	MELCHERS & CO.	About 2nd inst.
SHANGHAI, VIA SHANGHAI, MOI & KOBE	SAZIE	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, VIA SHANGHAI, MOI & KOBE	SIRIA	Brit. str.	I. Goto	OSAKA SHOSHEN KAISHA	About 5th inst.
TAMU, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	4th inst.
SWATOW, AMOY & FOCHOW	DAIJIN MARU	Jap. str.	E. Evans	DOUGLAS LAFRAIK & CO.	5th inst.
MANILA	HAILONG	Brit. str.	Roach	BUTTERFIELD & SWIRE	To-morrow, D'light.
MANILA	CHANGSHA	Brit. str.	E. W. Haswell	BUTTERFIELD & SWIRE	To-day.
MANILA	KUMANO MARU	Jap. str.	R. Rodger	NIPPON YUSEN KAISHA	4th inst., at 4 P.M.
MANILA DIRECT	ZAFIRO	Jap. str.	H. S. Smith	SHEWAN, TOMES & CO.	5th inst., 10 A.M.
MANILA	ROSETTA MARU	Jap. str.	W. M. Smith	SHEWAN, TOMES & CO.	5th inst., 11 A.M.
MANILA	HAIRWAT	Brit. str.	A. H. Netley	DODWELL & CO., LD.	About 28th Jan.
LOILOI & CEBU	PERLA	Brit. str.	Belsito	BUTTERFIELD & SWIRE	4th inst., at Noon.
LOILOI & CEBU	NANCHANG	Brit. str.	J. Nagao	NIPPON YUSEN KAISHA	29th inst., at Noon.
BOMBAY, VIA SINGAPORE & PENANG	CAPRI	Ital. str.		BUTTERFIELD & SWIRE	4th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA M	Jap. str.		NIPPON YUSEN KAISHA	12th inst., at Noon.
SPORE, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.		BUTTERFIELD & SWIRE	29th inst., at Noon.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
P. L. Y. M. O. U. T. H. & L. O. N. D. O. N.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN,"
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 6th DECEMBER, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 24th November, 1903. [1]

FOR CHEMULPO, DALNY AND PORT ARTHUR.
(Calling at SHANGHAI.)
THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above ports on TUESDAY, the 8th inst., at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 1st December, 1903. [3316]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADEIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above on SATURDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 1st December, 1903. [4]

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK.
THE Steamship
"GLENSHIEL,"
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.
For Freight, &c., apply to
MCGREGOR BROS. & GOW.
Hongkong, 19th November, 1903. [3197]

NAT'L LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
TAMU, VIA SWATOW	"DAIJIN MARU"	SATURDAY, 5th	December.
AMOY	T. Ogata	THURSDAY, 10th	December.
TAMU, VIA SWATOW	"DAIGI MARU"	FRIDAY, 4th	December.
AMOY	T. W. Groves	FRIDAY, 4th	December.
FOCHOW, VIA SWATOW	"ANPING MARU"	FRIDAY, 4th	December.
AMOY	I. Goto	FRIDAY, 4th	December.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 1st December, 1903. T. ARIMA, Manager [15]

FOR FURTHER PARTICULARS, APPLY TO
E. A. HEWETT, Superintendent.
Hongkong, 30th November, 1903. [1]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR
LONDON, &c. { CHUSAN } Noon, 5th December
SHANGHAI { W. B. Palmer } See Special Advertisement.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA. { FORMOSA } About 11th December
YOKOHAMA, VIA SHANGHAI, HAI, MOI and KOBE (Passing through the Inland Sea) { JAPAN } About 14th December
E. P. Martin, R.N.R. } Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 30th November, 1903. [1]

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
PERLA	1980	A. H. Netley	Hilo and Cebu.	Fri, 4th Dec., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 5th Dec., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 12th Dec., 10 A.M.

For Freight, or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 1st December, 1903. [117]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
"INDRASAMHA" 5,197 Tons. W. E. Craven December 14, 1903
"INDRAVELL" 4,889 Tons. R. P. Craven January 14, 1904
"INDRAPURA" 4,899 Tons. A. E. Hollingsworth February 13, 1904
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th November, 1903. [114]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	
STEAMERS.	DESTINATIONS.
SANUKI MARU	KOBE and YOKOHAMA
W. Townsend	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE
KUMANO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID
A. E. Haswell	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA
KAWACHI MARU	KOBE and YOKOHAMA
H. Fraser	MOI, KOBE and YOKOHAMA
TOSU MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID
A. Christensen	BOMBAY, via SINGAPORE and COLOMBO
HAKATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA
F. L. Sommer	MOI, KOBE and YOKOHAMA
KAGOSHIMA MARU	MOI, KOBE and YOKOHAMA
K. Kori	MOI, KOBE and YOKOHAMA
BINGO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID
F. Davies	BOMBAY, via SINGAPORE and COLOMBO
HIROSHIMA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOI, KOBE and YOKOHAMA
J. Nagao	MOI, KOBE and YOKOHAMA
KAGA MARU	MOI, KOBE and YOKOHAMA
Geo. Anderson	MOI, KOBE and YOKOHAMA

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 23rd December 1904
KONIG ALBERT	WEDNESDAY 23rd December 1904
* KLAUSCHOU	WEDNESDAY 6th January
BAYERN	WEDNESDAY 20th January
SACHSEN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
PREUSSEN	WEDNESDAY 16th March
RUHR	WEDNESDAY 30th March
* LAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 9th day of DECEMBER, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain E. Heintze, with MAI, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 7th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 8th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 8th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 26th November, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 15th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	On 15th Dec. Freight.
NURNBERG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 29th Dec. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	On 29th Dec. Freight.
NUBIA	NEW YORK, via SUEZ	About end of December.
Capt. von Hoff	(Calling at Singapore and Colombo)	On 5th Jan. Freight.
AMERICA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 5th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	On 5th Jan. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE. NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* TACOMA	2,812	M. Ridley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TRENTON	9,002	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st
OLYMPIA	2,537	A. Dixon	Friday, February 12th
SHAWMUT	9,606	W. M. Smith	Saturday, February 20th

* Have no second class accommodation. † Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT, 9,606 tons. W. M. Smith. About 26th January.
S.S. TREMONT, 9,006 tons.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	On	DUE
GLASGOW and LIVERPOOL...	"DARDANUS"	On 5th December.	
GLASGOW and LIVERPOOL...	"YANGTZE"	On 12th December.	
GLASGOW and LIVERPOOL...	"TYDEUS"	On 24th December.	
GLASGOW and LIVERPOOL...	"NESTOR"	On 1st January.	
GLASGOW and LIVERPOOL...	"KEEMUN"	On 8th January.	

HOMEWARDS.

FOR	STEAMERS	On	TO SAIL
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.	
MARSEILLES, LONDON and ANTWERP	"ACHILLES"	On 20th December.	
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.	
MARSEILLES, LONDON and ANTWERP	"YANGTZE"	On 19th January.	
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 22nd January.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	On	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"TYDEUS"	On 1st January.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

Hongkong, 27th November, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	On	TO SAIL
MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 2nd December.	
SHANGHAI	"CHANGCHOW"	On 2nd December.	
MANILA	"KAIFONG"	On 3rd December.	
SPORE, SAMARANG & SOERABAYA	"SHANTUNG"	On 4th December.	
ILOILO and CEBU	"NANCHANG"	On 5th December.	
KOBE	"CHINGTU"	On 10th December.	

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports
and taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 2nd December, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 16th Dec.	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 13th Jan. 1904	
R.M.S. "ATHENIAN" ... 3,852 Tons.	WEDNESDAY, 27th Jan.	
R.M.S. "EMPERESS OF INDIA" ... 4,425 Tons.	WEDNESDAY, 10th Feb.	
R.M.S. "TARTAR" ... 4,425 Tons.	WEDNESDAY, 24th Feb.	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 9th Mar.	
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 30th Mar.	
R.M.S. "EMPERESS OF INDIA" ... 4,425 Tons.	WEDNESDAY, 20th April	
R.M.S. "ATHENIAN" ... 3,852 Tons.	WEDNESDAY, 27th April	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons.	WEDNESDAY, 11th May.	

The magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through
the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA
TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving
THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver
with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAFFIC (the Company having received the highest award for same at Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pudor Street.

TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU" ...	H. S. Smith	3876	Saturday, 5th December, at 11 A.M.
"ROHILLA MARU" ...	Ernest Bent	3859	Friday, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.
K. NAKASHIMA, Manager. [473]

Hongkong, 2nd December, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Steamship

"KUMANO MARU,"
4,500 Tons, Captain E. W. Haswell, will be
despatched for the above port on FRIDAY, the
4th December, at 4 P.M.
This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and
with all modern fittings and improvements for
the safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and Stewardess
carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 27th November, 1903. [3265]

THE EAST ASIATIC COMPANY,
LIMITED.

FOR SHANGHAI PORT ARTHUR,
CHINAMPONG.

"PRINSESSE MARIE,"
Captain Barentzen, will be ready to load on
FRIDAY, the 4th December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 26th November, 1903. [2483]

FOR KOBE AND YOKOHAMA.

THE H.A.L. Steamship

"AMBRIA,"
Captain Duckstein, will be despatched for the
above ports on SUNDAY, the 6th December,
at DAYLIGHT.
For Freight apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th November, 1903. [3295]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	On	TO SAIL
"ORONO"	8th Dec.	
"LOWTHER CASTLE"	15th Dec.	
"SIKH"	24th Dec.	
"SAGAMI"	5th Jan.	
"LENNOX"	15th Jan.	
"AFRIDI"	27th Jan.	

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 17th November, 1903. [1125]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 10th
December, at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 24th November, 1903. [3231]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL;
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Treilich, will be despatched as above on
SATURDAY, the 19th December, P.M.

For information as to Passage and Freight,
apply to
SANDER, WISLER & CO.,
Agents.

Hongkong, 25th November, 1903. [3]

CHINA NAVIGATION CO.,
LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED STEWARDS CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES FROM HONGKONG, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.

FARE (week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
On 1st class Sundays last, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Dinner and Dinner either on
board or at Macao Hotel \$5. On 1st class Sundays
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.,
2nd Floor, 6, Victoria Street.
Hongkong 8th September, 1903. [121]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 128, Connaught Road Central,
Hongkong, 30th June, 1903. [1]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELFUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., LD. where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 29th instant.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 7th December.

No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 7th December
will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
12th December, or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th November, 1903. [10-12]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd December will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 2nd December.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th November, 1903. [3266]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship
"KONIG ALBERT,"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY, the 25th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 2nd December, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Wednesday, the 2nd December, at
9.30 A.M.

All Claims for damage must be sent in before
the 7th December, or they will not be
recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 25th November, 1903. [5]

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"
FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 25th November, 1903. [7]

ON SALE.

BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, JA XAN TO JUNE
1903. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1903.

CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY
is the oldest and still most successfully the best
medium for Advertising among the
Native Community.
Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Indo-China, etc.
Terms for Advertising (Translations free) can
be obtained at the Office, 14, Des Vaux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Classic
or Colloquial Chinese.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4 QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5 SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
CODE USED: A 1 & A. B. C. 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes du Franco, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies,
&c. Sole Proprietors of Kumamoto and Tenoura Coal Mines, Sole Agents for Kawanishi,
Komatsugawa, Minamio, Kajiri and Kamagata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager [240]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady,
E. K.

Care of Office of this Paper.

Hongkong, 18th May, 1903. [3184]

BUDWEISER

BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

THE BEERY LARGEST
IN THE WORLD.

LEADS IN OUTPUT AND
QUALITY.

This Beer is brewed of best Saaz Hop and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilised after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July 1903. [2113]

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alcort, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. Brock, Japan

Albion, battleship, 12,550 tons, 16 guns, Capt.

Thomas H. M. Jordan, en route Hongkong

Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. Rowland Nugent, Singapore

Amphitrite, 1st class cruiser, 11,000 tons, 18,000

h.p., Capt. Charles Windham, C.V.O.,

Hongkong

Blenheim, 1st class cruiser, 9,000 tons, 12 guns

POST OFFICE NOTICES.

Parcel Mails for Europe, Asia, Persia, China, will close at 1 p.m. on Friday, the 11th inst. Letters and Postcards are now accepted for transmission to Europe via Italy and the Trans-Siberian Railway, and should be marked accordingly. No Parcel mail can be accepted. The Rules of Postage by this route will be the same as at present via the Suez Canal.

The *Indra*, with the French Mail of 20th Oct left Saigon on Saturday, the 25th ult., at 10 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 25th September.

The *Shanghai*, with the English Mail of the 6th ult., left Singapore on Sunday, the 23rd ult., at 10 p.m., and may be expected here on or about Saturday, the 4th inst. This Packet brings replies to letters despatched from Hongkong on 6th October.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Kowloon	Wednes. 2nd, 7.30 A.M.
Nagasaki, Kobe and Yokohama	Kowloon	Wednes. 2nd, 11.00 A.M.
Kobe	Kowloon	Wednes. 2nd, 11.00 A.M.
Manila	Kowloon	Wednes. 2nd, 11.00 A.M.
Amoy and Manila	Kowloon	Wednes. 2nd, 2.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Changsha	Wednes. 2nd, 3.00 P.M.
Amoy, Swatow and Hongkong	Changsha	Wednes. 2nd, 4.00 P.M.
Shanghai	Changsha	Wednes. 2nd, 4.00 P.M.
Kowloon, Kanchuk and Samahai	Changsha	Wednes. 2nd, 5.00 P.M.
Namtu	Changsha	Wednes. 2nd, 5.00 P.M.
Manila	Changsha	Wednes. 2nd, 5.00 P.M.
Swatow and Shanghai	Changsha	Wednes. 2nd, 5.00 P.M.
Bombay	Changsha	Wednes. 2nd, 5.00 P.M.
Canton	Changsha	Wednes. 2nd, 5.00 P.M.

Canton	Hongkong	Thursday, 3rd, 7.30 A.M.
Hongkong and Shanghai	Hongkong	Thursday, 3rd, 9.00 A.M.
Moji, Kobe, Yokohama, Manzanillo, Mexico and San Francisco	Hongkong	Thursday, 3rd, 11.00 A.M.
Manila	Hongkong	Thursday, 3rd, 1.15 P.M.
Kowloon, Kanchuk and Samahai	Hongkong	Thursday, 3rd, 3.00 A.M.
Namtu	Hongkong	Thursday, 3rd, 4.00 P.M.
Manila	Hongkong	Thursday, 3rd, 5.00 P.M.
Swatow and Shanghai	Hongkong	Thursday, 3rd, 5.00 P.M.
Bombay	Hongkong	Thursday, 3rd, 5.00 P.M.
Canton	Hongkong	Thursday, 3rd, 5.00 P.M.
Singapore, Samarang and Surabaya	Hongkong	Friday, 4th, 11.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Hongkong	Friday, 4th, 1.15 P.M.
Hongkong and Shanghai	Hongkong	Friday, 4th, 3.00 P.M.
Moji, Kobe, Yokohama, Manzanillo, Mexico and San Francisco	Hongkong	Friday, 4th, 4.00 P.M.
Manila	Hongkong	Friday, 4th, 5.00 P.M.
Kowloon, Kanchuk and Samahai	Hongkong	Friday, 4th, 5.00 P.M.
Namtu	Hongkong	Friday, 4th, 5.00 P.M.
Manila	Hongkong	Friday, 4th, 5.00 P.M.
Swatow and Shanghai	Hongkong	Friday, 4th, 5.00 P.M.
Bombay	Hongkong	Friday, 4th, 5.00 P.M.
Canton	Hongkong	Friday, 4th, 5.00 P.M.

TO-DAY.

Circus Tent, opposite Central Market, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	184 1/2
Telegraphic Transfer	184 1/2
Bank Bills, at 30 days sight	184 1/2
Bank Bills, at 4 months sight	184 1/2
Credit, at 4 months sight	184 1/2
Documentary Bills, at 4 months sight	184 1/2
ON PARIS.	219
Bank Bills, on demand	219
Credit, at 4 months sight	219
ON GERMANY.	178
On demand	178
ON NEW YORK.	42
Bank Bills, on demand	42
Credit, at 4 months sight	42
ON HAMBURG.	129 1/2
Telegraphic Transfer	129 1/2
Bank, on demand	129 1/2
ON CALCUTTA.	129 1/2
Telegraphic Transfer	129 1/2
Bank, on demand	129 1/2
ON SHANGHAI.	712
Bank, at sight	712
Private, 30 days sight	712
ON YOKOHAMA.	84 1/2
On demand	84 1/2
ON MANILA.	104 1/2
On demand	104 1/2
ON SINGAPORE.	104 1/2
On demand	104 1/2
ON HONGKONG.	104 1/2
On demand	104 1/2
ON BANGKOK.	63 1/2
On demand	63 1/2
SOVEREIGNS, Bank's Buying Rate	161.60
GOLD LEAF, 100 fine, per tola	160.25
SILVER, 100 fine, per tola	204

OPIUM.

Quotations are—	Allowance per 1 catty.
Malwa New	\$920 to \$910
Malwa Old	\$970 to \$960
Malwa Older	\$1020 to \$1010
Malwa V. Old	\$1080 to \$1100
Portian inequality	\$800 to —
Portian extra fine	\$810 to —
Patna New	\$1155 to —
Patna Old	— to —
Benares New	\$1157 to —
Benares Old	— to —

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Salanie* left Saigon on the 25th ult., at 10 p.m., for this port.

THE INDIAN MAILS.
The steamer *Lightning*, from Calcutta, left Singapore for this port on the 25th ult., p.m.
The Indo-China steamer *Kunshan* left Calcutta for this port, via the Straits, on the 21st ult., and may be expected here on the 7th inst.

DEPARTED.
The P. & O. steamer *Santa* left Singapore for this port on the 25th ult., at 5 p.m., and is due here on the 5th inst., at about noon.

THE AMERICAN MAIL.
The T.K.K. steamer *America* from San Francisco to the 10th ult., via Honolulu, has arrived at Yokohama on the 25th ult.

The O. & O. steamer *Gauche* left San Francisco for this port, via Honolulu, &c., on the 25th ult.

THE GERMAN MAIL.
The Imperial German mail steamer *Kiautschou* left Cologne on the 25th ult., and may be expected here on the 8th inst.

MERCHANT STEAMERS.
The C. & M. steamer *Perla* left Manila on the 25th ult., p.m., and is due here to-day, at day light.

The Danish steamer *Princess Marie* is due here to-day.

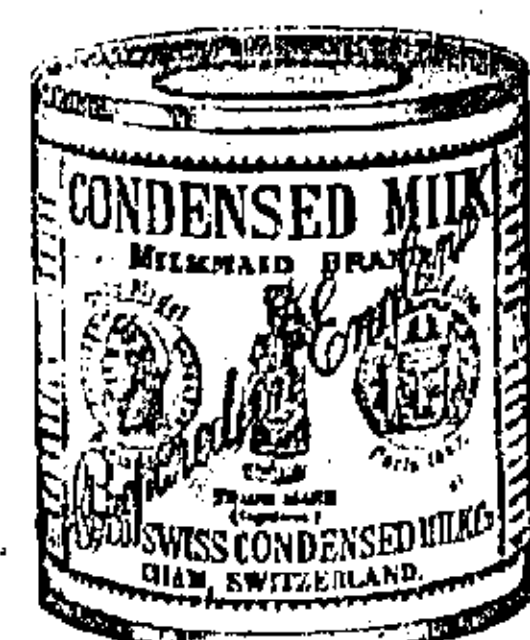
The N.Y.K. steamer *Samur* (European Line) left Singapore for this port on the 27th ult., and is expected here to-day.

The H.A.L. steamer *Amoy*, from Hamburg, left Singapore for this port on the 27th ult., at noon, and may be expected here to-morrow.

The Glen Line steamer *Glenelg* left Shanghai on the 23rd ult., via Foochow, and is due here to-morrow.

The Glen Line steamer *Glenariff*, from London, &c., left Singapore on the 23rd ult., and is expected here on the 4th inst.

Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.



See this TRADE MARK on every Tin.

JOINT STOCK SHARES.

Hongkong, 30th November.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shanghai	\$125	\$650, buyers
Nat'l Bank of China	28	\$29, buyers
A. Shares	28	\$29, buyers
B. Shares	28	\$29, buyers
China Bank	21	\$10, sellers
China Merchants	21	\$10, nominal
China Navigation	21	\$10, nominal
China Light and	21	\$10, nominal
Power Co., Ltd.	21	\$10, nominal
China Traders	21	\$10, nominal
China Sugar	21	\$10, nominal
Cigar Companies	21	\$10, nominal
Athabasca, Ltd.	21	\$10, nominal
Philippine Tobacco	21	\$10, nominal
Trust Co., Ltd.	21	\$10, nominal
Union Mills	21	\$10, nominal
Information	21	\$10, nominal
Yau Kung Mow	21	\$10, nominal
Yee Yee	21	\$10, nominal
Hongkong	21	\$10, nominal
Dairy Farm	21	\$10, nominal
Green Island Cement	21	\$10, nominal
H. & C. Bakery	21	\$10, nominal
Hongkong & C. Gas	21	\$10, nominal
Hongkong Electric	21	\$10, nominal
H. H. L. Tramways	21	\$10, nominal
Bank Water	21	\$10, nominal
Bank Co., Ltd.	21	\$10, nominal
Hongkong Hotel	21	\$10, nominal
H. & K. Wharf & G.	21	\$10, nominal
Hongkong Ropery	21	\$10, nominal
H. & W. Dock	21	\$10, nominal
Insurance	21	\$10, nominal
Canton	21	\$10, nominal
China Traders	21	\$10, nominal
Hongkong Fire	21	\$10, nominal
North China	21	\$10, nominal
Union	21	\$10, nominal
Yongtai	21	\$10, nominal
Land and building	21	\$10, nominal
Hongkong Land	21	\$10, nominal
Hongkong Land & B.	21	\$10, nominal
West Point Building	21	\$10, nominal
Luxon Sugar	21	\$10, nominal
Manila Invest. Co. Ltd	21	\$10, nominal
Charbonnages	21	\$10, nominal
Jobba	21	\$10, nominal
Banking	21	\$10, nominal
On Preference	21	\$10, nominal
Rails	21	\$10, nominal
New Amoy Dock	21	\$10, nominal
Powell, Ltd.	21	\$10, nominal
Steamship Coys.	21	\$10, nominal
China and Manila	21	\$10, nominal
Douglas Steamship	21	\$10, nominal
H. Canton and M.	21	\$10, nominal
Ind. China S. N.	21	\$10, nominal
Suez Transport and	21	\$10, nominal
Trading Co.	21	\$10, nominal
Star Ferry	21	\$10, nominal
S.C.F. Ryd & Co., Ltd	21	\$10, nominal
S. & H. Dyeing & C.	21	\$10, nominal
Co., Ltd.	21	\$10, nominal
United Planting Co.	21	\$10, nominal
United Asbestos	21	\$10, nominal
Do.	21	\$10, nominal
Universal Trading	21	\$10, nominal
Co., Ltd.	21	\$10, nominal
Watkins, Ltd.	21	\$10, nominal
Watson & Co., A.S.	21	\$10, nominal

ARRIVAL AT HOME.

20th Nov.—Peria.

PASSENGERS.

ARRIVED.

Per *Hailong*, from Swatow for Hongkong, Mrs. S. S. S. and Mr. P. Kohn.

Per *Yuenyang* from Manila, Mr. and Mrs. C. W. C. and Miss M. B. Ball, Dr. J. M. Unger, Messrs. Max Renner, A. Saxon and J. Ritchie.

Per *Zafiro*, for Hongkong, Mrs. Macdonald, Mrs. H. E. Erady, Mrs. McDermid and three children, Messrs. M. A. Colton, Chas. Richardson, A. G. Gordon, Dy Devo, W. C. Drew, R. E. Adams, F. R. McCarty, C. H. Fullaway and Otto Sin.

Per *Kumano Maru*, from Nagasaki, for Hongkong, Mrs. Rooma, Mrs. Le Hay Liberge, Le Comte Miniscalch Eriza, and Mr. A. Johnston, for Manila, Capt. and Mrs. Fenton, Messrs. Manuel, Aries, and Rodriguez, for Sydney, Mrs. W. Reynolds, Miss Reynolds, Mr. and Mrs. A. E. Hezler, Mrs. and Miss Holdworth, Messrs. J. F. Holdworth, P. Holdworth, B. F. Holdworth, H. Richardson, R. H. Hunter, John D. Fitzgerald, and Nibon; for Melbourne, Mr. and Mrs. Albert Herbert; for Adelaide, Mr. and Miss Denbigh.

DEPARTED.

Per *Siberia*, for Shanghai, Mrs. B. McDermid and infant, Miss and Master McDermid, Messrs. Myahoy, J. H. Darbyshire, J. H. Becka, W. Kirpatrick Price, Chas. Dugdale, F. R. McCarty, R. Adams and K. J. Kingsford; for Nagasaki, Mr. S. M. Ito; for Yokohama, Messrs. R. H. Campbell, F. C. Bellows, and R. W. Borthwick; for San Francisco, &c., Mr. and Mrs. F. H. Buck, Master Leonard Buck, Mrs. E. P. Gregory, Mrs. Heacock, Messrs. Heacock, Geo. F. Linden, J. D. Bailey, F. O. Manson, A. Mathis, A. J. Findlay, C. Letzer, C. M. Bles, M. A. Colton, W. Wm. Chazett, and Comdr. Plenderleach, R.N.

Per *Maizuru Maru*, for Amoy, Rev. Mrs. and Miss Campbell; for Amoy, Mr. Henry Thomas.

Per *Rohilla Maru*, for Manila, Messrs. A. Pote, L. Beck, David Evans, T. H. McNeil, John B. Young, S. J. Beck, H. E. Lind, J. C. Thompson, Frank Langerboer, Jas. T. Wallace, Nishinobu Matsushita, Enoch Ikeda, Yakichi Yamamoto, Hirashita, and Iwamoto Komori.

HONGKONG TIDE TABLE.

From 1st to 17th December.

High Water. Low Water.

Mean Time. Height.

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TO LET.

IN ELGIN ROAD, Kowloon, close to Ferry, Shop and Residential Flats. Suitable for foreign Residents. Rent very moderate. For Particulars, apply to—

H. RUTONJEE, No. 5, D'Aguilar Street, Hongkong, 1st December, 1903.

TO LET.

36 to 38, Elgin Road, Kowloon, Hongkong, 1st December, 1903.

TO LET.

1st January, 1904.

FIRST FLOOR, No. 17, Queen's Road Central.

Apply to—

F. BLUNCK, Silk Lane Manufacturer, Hongkong, 1st December, 1903.

TO LET.

Furnished, for 1 year or longer.

TO LET.

FOUR-ROOMED HOUSE on the Robinson Road level.

Apply to—

W. J. T., Care of Daily Press Office, Hongkong, 1st December, 1903.

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

NO. 4, RIFON TERRACE.

NO. 15, WONG-NEI-CHONG ROAD, facing Race-course.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS No. 3A, BLUE BUILDINGS, GODOWNS; PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1903.

TO LET.

GODOWNS in MASON'S LANE, next to the Old German Club, the present Watkins Aerated Water Factory.

DAVID SASSOON & CO., LD. Hongkong, 30th November, 1903.

TO LET.

NOS. 1 and 2, ALVESTON TERRACE.

Apply to—

YEW KEE BANK, 133, Queen's Road Central, Hongkong, 31st October, 1903.

TO LET.

TWO SPACIOUS GODOWNS—Nos. 35 and 36, PRAYA EAST.

Apply to—

H. N. MODY, Victoria Buildings, Hongkong, 2nd December, 1903.

TO LET—AT THE PEAK.

A SIX-ROOMED HOUSE, furnished or unfurnished. Ten minutes' walk from the Tramway Station.

Apply to—

R. E., Care of Daily Press Office, Hongkong, 30th November, 1903.

BOARD AND RESIDENCE

FIRST-CLASS BOARD AND RESIDENCE

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—

Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903.

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL (Entrance by Zetland Street), Opposite Messrs. Kelly & Walsh, Booksellers, Hongkong, 11th July, 1903.

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD," 21, CAINE ROAD, Hongkong, 20th March, 1903.

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply to—

MANAGERESS, Macdonnell Road, or

FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE.